

City of Rhineland, Wisconsin

"Heart of the Lakes"

City Hall

135 S. Stevens Street - P. O. Box 658

Rhineland, Wisconsin 54501



OFFICE OF
The Mayor

July 13, 2000

Representative David Brandemuehl
Transportation Projects Commission
Post Office Box 8952
Madison, WI 53708-8952

Dear Representative Brandemuehl:

The Highway 17 relocation project is vitally important to the quality of life for the citizens of Rhineland. Currently, the highway cuts through the heart of our fine City. Window casements shake, traffic backs up, and the sour smell of diesel fuel drifts across our yards.

The project is also important to truckers who must deal with City street traffic on their routes.

This project is important to the economic development of the Rhineland area, as it will facilitate a smoother traffic flow while opening up a new, well-planned corridor for development.

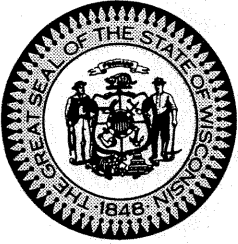
We need you to vote YES on the WIS 17 Relocation - Rhineland project!

I look forward to meeting you and speaking with you about this at the July 20th public hearing.

Sincerely,

CITY OF RHINELANDER

Mayor Mary M. Kinnunen



DAVID BRANDEMUEHL

State Representative
49th Assembly District

June 1, 2000

Representative Larry Balow
409 North State Capitol
P.O. Box 8952
Madison, Wisconsin 53708

Dear Representative Balow:

I received your request that the Assembly Transportation Committee convene an informational hearing in Eau Claire for review of western Wisconsin's corridor of the Midwest Regional Rail System (MWRRS). I do not disagree that this issue needs to be discussed by the Committee. However, judging from past experience, it is nearly impossible to get a quorum of members present during the election cycle for a hearing such as the one you are proposing.

I am sure there will be ample time to discuss this issue in the next legislative session. I would suggest that you request a hearing after the first of the year when membership of the committee is settled and the new Chair has been appointed. Please contact me if you have further questions or concerns.

Sincerely,

David Brandemuehl
State Representative
49th Assembly District

DAB:mam

Committee Memberships:

Transportation (Chair); Education; Highway Safety; Natural Resources; Urban & Local Affairs; Rustic Roads Board; Transportation Projects Commission

Office: P.O. Box 8952 • Madison, Wisconsin 53708-8952 • (608) 266-1170 • Rep.Brandemuehl@legis.state.wi.us

Home: 13081 Pine Road • Fennimore, Wisconsin 53809 • (608) 822-3776

Toll-Free: (888) 872-0049 • **Fax:** (608) 282-3649

Larry Balow

State Representative

68th Assembly District



May 30, 2000

Representative David Brandemuehl
Chair, Assembly Committee on Transportation
317 North, State Capitol
Madison, WI 53708

Dear Representative Brandemuehl:

I am writing to respectfully request that the Assembly Transportation committee convene an informational hearing in Eau Claire for review of western Wisconsin's corridor of the Midwest Regional Rail System (MWRRS).

At the committee's last informational hearing, Secretary Terence Mulcahy presented the current recommended MWRRS route through Wisconsin. The western Wisconsin portion, connecting Tomah and LaCrosse en route to the Twin Cities was determined using a study of potential riders conducted nearly ten years ago. In order to ensure the success of high speed rail a route must be established using up to date population data of potential riders. I question the decision to route passenger rail along the sparsely populated Minnesota border when ridership could be far greater serving Eau Claire, Chippewa, Dunn and Jackson Counties. Earlier this month, at my request, the Department of Transportation (DOT) agreed to conduct a new ridership study that will include the Chippewa Valley region.

Now that an alternative route is being studied, the Assembly Transportation committee should play the important role of educating the public about the train's impact on mass transit and commercial opportunities for the Chippewa Valley region. I would ask that testimony be taken from representatives of WisDOT, the Federal Railroad Administration and Amtrak on the status of the rail project and the services it will provide.

Thank you for your attention to this matter. I ask only that you consider my hearing request and welcome any questions that you may have. I look forward to hearing from you soon.

Sincerely,

A handwritten signature in cursive script that reads "Larry Balow".

LARRY BALOW
State Representative
68th Assembly District

Larry Balow

State Representative

68th Assembly District



May 30, 2000

Representative David Brandemuehl
Chair, Assembly Committee on Transportation
317 North, State Capitol
Madison, WI 53708

Dear Representative Brandemuehl:

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Thank you for your attention to this matter. I ask only that you consider my hearing request and welcome any questions that you may have. I look forward to hearing from you soon.

Sincerely,

A handwritten signature in cursive script that reads "Larry Balow".

LARRY BALOW
State Representative
68th Assembly District



DAVID BRANDEMUEHL

State Representative
49th Assembly District

January 6, 1999

Representative Steve Wieckert
9 North, State Capitol
Madison, WI 53708

Dear Steve: *Steve,*

Thank you for forwarding your constituent's suggestion regarding lowering the legal blood alcohol content for repeat drunk drivers. I appreciate hearing from you.

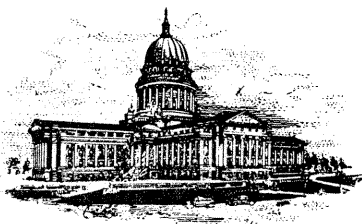
As chairman of the Assembly Transportation Committee, I have dealt with this issue repeatedly in the past. Although lowering the legal blood alcohol content (BAC) threshold for repeat drunk drivers would seem to be good public policy, it is very doubtful whether this policy change would have any effect. Under current law, persons with two or more operating while intoxicated (OWI) offenses already have a lower BAC of .08. However, the vast majority of OWI arrests involve persons with BACs of above .10. In fact, the median BAC for drunk driving arrests in 1997 was .17. Thus, I strongly doubt that lowering the BAC even further would have any real effect.

In my opinion, laws that provide for increased penalties and treatment opportunities have had a much greater effect at lowering the number of drunk drivers. Thank you again for writing.

Sincerely,

David A. Brandemuehl
State Representative
49th Assembly District

DAB:slk



Wisconsin State Assembly

P.O. BOX 8952 • MADISON, WI 53708

David Brandemuehl
State Representative
State Capitol
Madison, WI 53708

December 22, 1998


Dear Dave,

I would like to bring to your attention a suggestion one of my constituents had.

He suggested that the blood alcohol content for repeat drunk drivers should be limited to .05 as a threshold for violating drunk driving laws. I told my constituent that I would let a member of the Transportation Committee know of his recommendation.

Thank you for your consideration.

Sincerely,


Steve Wieckert
State Representative

SKW:aj

Fatal crash triggers state action at Rieder-Highway 51 intersection

By Dean Mosiman
City government reporter

After a fatal crash last month, the state is making changes to the dangerous intersection of Rieder Road and Highway 51 on Madison's North Side.

The state will close the intersection median on Highway 51 on Feb. 22, state Department of Transportation District 1 director Tom Carlsen said Thursday.

The city and state will also conduct a study to determine whether to make the closure permanent, add traffic lights, or develop a frontage road.

A press conference is set for 8:15 a.m. today at the City-County Building.

"We're pleased," said John Theiste, president of the Westchester Gardens Neighborhood Association. "The safety of the corner is the primary issue."

But the neighborhood wants a better long-term solution, Theiste added. "We want to see signals," he said. "We do not want to lose the convenience. We want to make it safer."

Ald. Santiago Rosas, 17th District, applauded the moves and vowed to stay vigilant. "I'm going to be on top of this until we get it done," he said.

Residents in the growing Reindahl Park neighborhood have long complained about the intersection. Neighborhood streets pour onto Rieder Road, which intersects with fast-paced Highway 51. There have been 32 crashes, including two fatal accidents, at the intersection since 1989.

In January, Carly Smith, 17, of Madison pulled into the intersection after picking up her mother, Marjorie Smith, 55, an education assistant at Sandburg Ele-

'We want to see signals. We do not want to lose the convenience. We want to make it safer.'

John Theiste
president, Westchester Gardens
Neighborhood Association

mentary. Carly's car was broadsided by a northbound vehicle driven by Jeffrey Sailing, 39, of Dane. Marjorie Smith was killed and Carly seriously injured, while Carly's brother, Colin, 14, and Sailing were treated at a hospital and released.

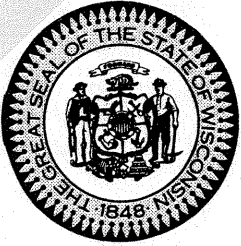
The tragedy resulted in new pleas for action.

The state has added a traffic signal to the south and planned improvements at the intersection this year. But improvements were put on hold to close the median and conduct the study.

"The only thing we can do immediately to make sure (a severe crash) doesn't happen again is close the median," Carlsen said, adding that the volume of accidents isn't high, but the severity is a concern.

The move will prevent cars from turning left from Rieder Road across traffic onto Highway 51, Carlsen said. As a detour, drivers can use Rieder and Portage roads to connect with Highway 51 to the north and south, he said.

"They did a good job listening to us," said state Sen. Jon Erpenbach, D-Middleton, who pushed for action. "Something needed to be done right now."



DAVID BRANDEMUEHL

State Representative
49th Assembly District

February 2, 1999

Steven A. Pullara
6 S. Bartlett Court
Madison, WI 53704

Dear Mr. Pullara:

Thank you for contacting me regarding your support for a stoplight at the intersection of Rieder Road and Highway 51 in Madison. I appreciate hearing from you.

At a recent meeting with Mr. Santiago Rosas about a different issue, we had the opportunity to discuss this intersection and he explained to me the need for a stoplight. At that meeting, I expressed my support for his efforts. However, since I do not represent the City of Madison, I do not believe that I am in the proper position to become actively involved in this issue.

It is my understanding that the intersection is under the jurisdiction of the City of Madison, but that the state would be the source of funding for a stoplight. In order for immediate funding to be found, another project would have to be delayed. Thus, I believe it would be more appropriate for Mr. Rosas and Rep. Dave Travis, the state representative for this area, to find an equitable solution.

Thank you again for writing.

Sincerely,

David A. Brandemuehl
State Representative
49th Assembly District

DAB:slk

January 21, 1999

Assemblyman David A. Brandemuehl
1301 Pine Road
Fennimore, Wisconsin 53809

Dear Assemblyman Brandemauehl:

RE: Rieder Road and Highway 51 Intersection, Madison, Wisconsin

I am a constituent and am writing to you requesting a stoplight be installed at the Rieder Road and Highway 51 intersection in Madison, Wisconsin. As you are probably aware, another fatality has occurred at that intersection. I have lived in that neighborhood for a few years and there have been several accidents and more than one fatal accident.

I understand that Madison City Alderman Santiago Rosas has been trying for a period of time to get a stoplight at this dangerous intersection. I fully support Alderman Rosas and recognize that this is an intersection for a state road and county street. Publicly, a state engineer has stated that a stoplight is not needed at this intersection. Based on my experience, I could not disagree more with the engineers opinion. My wife will not even go through this intersection because of the danger even though it causes her to go a mile or two out of her way.

Please support public safety and support a stoplight at this intersection. If I can be of further assistance or you have any questions, please contact me at 836-7500.

Sincerely

A handwritten signature in black ink, appearing to read "Steven Pullara", written in a cursive style.

Steven A. Pullara, CPA
6S. Bartlett Court
Madison, Wisconsin
Home (608) 249-4797
Office (608) 836-7500

Krause, Sheri

From: TYSTEE1@aol.com

Sent: Thursday, January 14, 1999 10:43 PM

To: Rep.Travis; Dave Brandenmuehl; Jon Erpenback; Sen.Risser; Sen.Chvala

Subject: Hwy 51 and Rieder Road

Dear Senators and Representatives,

I am sending this to you as a concerned user of the Hwy 51 and Rieder Road intersection in my neighborhood. I represent the Westchester Gardens Neighborhood Association(formerly Reindahl Park NA) but I also would like to speak on behalf of my family, neighbors and friends who use this intersection daily. As you are aware of, a mother, teacher and friend to many was recently involved in a fatal accident at this intersection. The 17 year daughter who was the driver, though, is the one I am deeply concerned about. She will have to live with this incident for the rest of her life. The even sadder part of this whole incident is that it may have been prevented if this intersection had better controls and design.

This intersection has a history of fatal and very serious accidents. Although statistics show that there are other areas of the city and county that have more incidences, few if any have had the seriousness of this intersection. For some time our neighborhood and district reps have lobbied to have this corner controlled with stop and go lights. Because of our efforts some very minor changes have taken place but none enough to make this a safer intersection. Speeds must be reduced, off and on ramps must be constructed and stop and go lights must be installed to effectively controll this corner. Due to the present construction of the curve of the road and the fact that drivers are heading into the open countryside, vision and speed play a major role in the severity of the accidents.

With this corner also having increased volume due to the shortcut it offers to those coming into town and leaving town(used to avoid stop lights on E Washington Ave.), increased volume due to the continued residential development and due to the increasing number of business being developed along Hwy 51 and the East Towne area, this corner will only get worse. Being told that volume is too low and then seeing traffic lights installed at Kinsman Blvd where no residential traffic occurs and only a few businesses exist, leads me to believe that volume is not the sole issue. Fatalities, design, residential users and seriousness of accidents must be looked at.

Please make this state and local intersection a priority with the State Department of Transportation and see that my family, friends, teachers and fellow Madisonians have a safe place to travel. Reducing speeds and controlling this intersection may not prevent completely accidents from occuring but it has to help prevent the major accidents from occuring. Fender benders are one thing, death and loss of lives is totally different.

I look forward to your support in helping.

John Theiste

Chairman, Westchester Gardens Neighborhood Association

Krause, Sheri

From: Dustin Thompto [dthompto@facstaff.wisc.edu]
Sent: Tuesday, January 12, 1999 1:25 PM
To: senator_kohl@kohl.senate.gov; russell_feingold@feingold.senate.gov;
campaign@tammybaldwin.com; Sen.Erpenbach; Bills, Nancy; Knutson, Tryg;
Laundrie, Julie; Lawton, Amanda; Sen.Chvala; Burnett, Douglas; Meinholz, Susan;
Micklos@legis.state.wi.us; Rich, Adam; Meribeth.Witzel-Behl@legis.state.wi.us;
Sen.Risser; Ashley, Cindy; Bridgeman, Sarah; Cieslewicz, Diane; Travis, Leslie;
Rep.Travis; Bussan, Traci; Graf, Bill; Rep.Brandemuehl; Hoiland, Paul; Krause,
Sheri; district17@council.ci.madison.wi.us
Subject: Rieder Road and Highway 51

To:

Senator Herb Kohl
Senator Feingold
Representative Tammy Baldwin
Sen. Jon Erpenbach and Staff
Sen. Charles Chvala and Staff
Sen. Fred Risser and Staff
Rep. Dave Travis and Staff
Rep. David Brandemuehl and Staff
Ald. Santiago Rosas

From:
Dustin Thompto
4209 David Rd.
Madison WI 53704

Re:

Rieder Rd. and Hwy51

I am writing this letter to all of you to ask for help. To ask that you help our Alderman, Santiago Rosas, solve a problem that should not be a problem.

For many years, we in this neighborhood have been aware of the danger involved with using the intersection of Rieder Road and Highway 51. There have been many accidents, two of which I know involved fatalities.

Ald. Rosas has been working to solve this problem but the ones who make the rules have been reluctant to help. The most we have received so far is a "Street Light" and that only after a fatal accident.

There is a jurisdiction problem here too. I believe it is a County Road and a State Highway intersecting less than one quarter mile from the City limits. However, less than one mile north of this intersection there is a "Stop and Go" light in place to provide safety for a trucking company and a recreation vehicle sales outlet.

I believe that if the powers that be can provide a "Stop and Go" light for business they surely can provide one for a neighborhood intersection!

Thank you.

Copies to:

Senator Herb Kohl senator_kohl@kohl.senate.gov

Senator Feingold russell_feingold@feingold.senate.gov

Tammy Baldwin U.S. House of Representatives.
campaign@tammybaldwin.com

Senate District 27

Sen. Jon Erpenbach Sen.Erpenbach@legis.state.wi.us Staff:

Nancy Bills Nancy.Bills@legis.state.wi.us

Tryg Knutson Tryg.Knutson@legis.state.wi.us

Julie Laundrie Julie.Laundrie@legis.state.wi.us

Amanda Lawton Amanda.Lawton@legis.state.wi.us

Senate District 16

Sen. Charles Chvala Sen.Chvala@legis.state.wi.us Staff:

Doug Burnett Douglas.Burnett@legis.state.wi.us

Susan Meinholz Susan.Meinholz@legis.state.wi.us

Christopher Micklos Christopher.Micklos@legis.state.wi.us

Adam Rich Adam.Rich@legis.state.wi.us

Meribeth Witzel-Behl Meribeth.Witzel-Behl@legis.state.wi.us

Senate District 26

Sen. Fred Risser Sen.Risser@legis.state.wi.us Staff:

Cindy Ashley Cindy.Ashley@legis.state.wi.us

Sarah Bridgeman Sarah.Bridgeman@legis.state.wi.us

Diane Cieslewicz Diane.Cieslewicz@legis.state.wi.us

Leslie Travis Leslie.Travis@legis.state.wi.us

Assembly District 81

Rep. Dave Travis Rep.Travis@legis.state.wi.us Staff:

Traci Bussan Traci.Bussan@legis.state.wi.us

Bill Graf Bill.Graf@legis.state.wi.us

Ald S. Rosas district17@council.ci.madison.wi.us

Dave Brandemuehl (Chairman of the State Transportation Committee)

Assembly District 49

Rep. David Brandemuehl Rep.Brandemuehl@legis.state.wi.us

Staff:

Paul Hoiland Paul.Hoiland@legis.state.wi.us

Sheri Krause Sheri.Krause@legis.state.wi.us

Dustin Thompto

dthompto@facstaff.wisc.edu

Krause, Sheri

From: Jackson, Thomas
Sent: Monday, February 08, 1999 4:47 PM
To: Krause, Sheri
Subject: FW: Waiving renewal late fee

Sheri, FYI - DOT will probably consider it beating a dead horse but I'm trying to give them every opportunity to offer a rationale for a late fee.

-----Original Message-----

From: Jackson, Thomas
Sent: Monday, February 08, 1999 4:40 PM
To: Niva, Gregory
Subject: Waiving renewal late fee

Greg, we have corresponded on the topic of vehicle registration late fee, initiated on complaint from a constituent. In a prior email you indicated it may be possible to waive the fee because our constituent sent in the renewal check before expiration date although it may not have been received or at least was not processed until after expiration date. The owner's last name is Hanson; I've been dealing with Mrs. Denise Hanson. They are in the Town of Dodgeville, Iowa County, residential phone number is 608.935.2738. The vehicle is a 1989 Lincoln Town Car, vanity plate: AJH III.

I consider my question still unanswered: what rationale is there for this fine? In two emails you did not mention any law enforcement rationale which doesn't surprise me since there's a sizeable fine if anyone is stopped & their vehicle registration or driver license is expired. For intentional scofflaws it doesn't seem likely a \$5 or \$10 late fee would be much deterrent. Does the State Patrol or other enforcement agencies see it as an important law enforcement tool?

You did not suggest there is additional cost to the DOT such as additional clerical time inputting to a database to handle an expired vs. un-expired renewal.

This is a regressive fee-it hits low income persons harder not just because of less ability to pay but because they are more likely to have older vehicles where continued use is in question. In our district household incomes are well below state average, in Speaker Jensen's district household incomes are well above state average, so please understand why we are interested in the rationale for this fee. Wisconsin's tradition is to generate transportation revenue in more progressive ways than most states-charging more of folks who use the system more and not hitting folks who aren't bustin up our roads. An old vehicle sitting in a farm yard for the winter is not polluting our air or bustin up our roads.

*Told Tom to talk to Jensen, if of we
might do something. Doubtful!*

Krause, Sheri

From: Jackson, Thomas
Sent: Wednesday, February 03, 1999 10:39 AM
To: Krause, Sheri
Subject: RE: Late Registration Fee

As for our constituent, DOT is talking about giving her a refund/waiving the fee. Beyond that, being in the minority over here, I'm pretty sure DWS doesn't plan to initiate something, but I think he would be supportive. If Dave wants to act on it I'd be happy to help you. DOT still hasn't answered my question about what, IF ANY, extra cost DOT incurs to deal with a renewal that comes in after expiration. It appears to be a wholly unjustified 'ding' by state government. Notice, DOT is not remarking that this improves a law enforcement problem of people driving an expired-registration vehicle. People get a big fine when they're caught doing that-I know 'cause it happened to me in '98.

-----Original Message-----

From: Krause, Sheri
Sent: Wednesday, February 03, 1999 8:16 AM
To: Jackson, Thomas
Subject: RE: Late Registration Fee

I haven't talked to Dave about this yet – are you planning on doing anything?

Your second paragraph is correct, paying a renewal fee late doesn't change when a plate expires. If the late fee is a major concern, we advise people who aren't sure whether they'll be using the vehicle or not to renew anyway, because even if they don't use the vehicle that the plates are assigned to, the plates will still be valid for use on any other vehicle that they might acquire. Speaker Jensen originated the late fee proposal as part of the overall Transportation revenue package. It included both a \$5 late fee for drivers licenses as well as the \$10 fee for late registration renewals. You may recall that it also included a one-cent gas tax increase and some registration fee increases. We've really worked hard to publicize it so that no one is surprised and everyone has a fair chance to avoid paying the fee. We've had some degree of success....about 10,000 more people with September plates renewed on time compared to the previous year.

-----Original Message-----

From: Jackson, Thomas
Sent: Tuesday, February 02, 1999 2:23 PM
To: Niva, Gregory
Cc: CROSS, ROGER
Subject: RE: Late Registration Fee

Greg, thank you for all the answers below. Regarding question 3: You state that the late fee was not a DOT initiative. Please then tell us who did initiate it. Allow me to restate the question; what is the problem if people aren't using a vehicle during the winter, or are low income and not sure if they will junk or sell a vehicle, with not renewing on time? Who came up with \$10 and why not \$4 or \$20?

Please correct me if this is wrong: I'm thinking if a vehicle's registration expires at the end of December and it is renewed two months late, the renewal period is still for January through December. If that's correct, where is the revenue loss to DOT that is significant enough to justify antagonizing close to ten percent of your customers?

With regard to speaking to Mitch's supervisor, please note that we did not request that. We only got one side of the story and, there is always another side of the story. We only asked if phone courtesy training exists. Glad to hear it does.

-----Original Message-----

From: Niva, Gregory
Sent: Tuesday, February 02, 1999 1:21 PM
To: Jackson, Thomas
Cc: CROSS, ROGER
Subject: Late Registration Fee

Roger Cross referred your note regarding DMV's administration of the registration late fee to me for a response. I will respond to your questions in the order that you posed them.

1. How long has this fee been in effect?

The fee became effective October 1, 1998, and first affected autos and light trucks whose registration expired at the end of September.

2. What is the statute or administrative code for this fee?

This fee was enacted as part of 1997 Act 27, the budget bill. The specific statutory cite is ss. 341.255(5).

3. What is the justification for any late fee?

The late fee was not a DOT initiative. We saw it as an attempt to get more people to renew on time (prior to enactment, over 10% did not), and as part of the overall DOT revenue package.

4. What is the reasoning behind any tie between vehicle weight or any other categorization and imposing a late fee or no late fee?

We assess the late fee to the vehicle types and weight categories that the statute specifies. We suspect that one reason heavy trucks weren't included was that enforcement is more strict with those registration categories, and many of them are eligible for quarterly and consecutive monthly registration. That would put motor carriers at risk of possibly accruing multiple late fees in one year.

5. Does DMV have regulatory flexibility to extend the courtesy of a grace period if a registration is received very close to an expiration date? Is the postmark date considered the date of receipt of a registration? If not, why not?

DMV does have an "unpublicized" grace period. For mail-in renewals, we allow 5 days for the mail and 5 days processing time, so that if we receive a renewal by mail on or before the 10th of the month after a plate expires, the late fee is waived. Since we process about 3 million renewals by mail annually, and it is

prohibitively labor-intensive to try to match 3 million renewals to 3 million postmarks, we opted for what we feel is a fairly generous grace period. We are trying to be as flexible as we can within reason. When customers tell us that they mailed the renewal on time, we can and do waive the fee. I would be happy to take care of this for your constituent if you can give me her license plate number.

6. Does DMV have in place personnel training on phone courtesy?

Yes, in fact we have recently implemented a new training program on handling telephone duties. We are very aware that more state residents deal with DMV than most other state agencies, and we want those experiences to be positive. I am sorry that your constituent did not have a better experience, and I'll share this information with Mitch's supervisor.

If you have any other questions or concerns about late fees, please let me know.

Greg Niva
DMV Bureau of Vehicle Services
Gregory.Niva@dot.state.wi.us



DAVID BRANDEMUEHL

State Representative
49th Assembly District

February 15, 1999

Carol Szymczak
2005 South 102 Street, Unit C
West Allis, WI 53227-1387

Dear Ms. Szymczak:

Thank you for contacting me regarding your support of legislation to require trucks carrying loads of bulk material to be covered. I appreciate hearing from you and knowing of your interest in this matter.

For at least the past eight legislative sessions, bills have been introduced each session to require trucks carrying loads of bulk material to be covered, but none have become law. Last session, as chair of the Assembly Highways and Transportation Committee, I held a hearing on one of these bills, but it died in committee for a number of reasons. This session, two bills have already been introduced dealing with this issue and have been referred to my committee. Considering the committee's reluctance to pass this legislation and my own reservations, I do not know at this time whether I am going to bring the issue back up again.

The vehicles causing the problems, for the most part, are construction and gravel trucks. It would seem that a law requiring their loads to be covered would be very easy to do and would solve all of the problems, but that isn't necessarily the case. Typically, the gravel or rocks that are thrown back fall from the sides of the truck, not the truck box itself, and are the result of improper loading. A cover would not help. The only way to really address the problem is to ensure that the bulk materials are loaded properly. The trucking industry has been working on this problem and the new truck boxes are now designed to prevent rocks or stones from resting on the sides of the truck box where they might fall off.

As I am sure you know, government regulations can be very costly for small business owners. Covering vehicles costs time and money and if done manually, can be physically dangerous for the truck driver. Retrofitting a truck with a hydraulic tarp would cost approximately \$1800 and a manual tarp would cost about \$1400. In addition, there is already a law on the books prohibiting persons from operating a vehicle on a highway unless the vehicle is so constructed and loaded as to prevent its contents from dropping, sifting, leaking or otherwise escaping.

Considering these factors, along with the fact that the potential results are questionable, makes it very difficult to support this legislation. However, I will certainly keep your thoughts and concerns in mind. Thank you again for writing.

Sincerely,

David A. Brandemuehl
State Representative
49th Assembly District

DAB:slk

CAROL A. SZYMCZAK
2005 South 102 Street, Unit C
West Allis, WI 53227-1387

FEB 10 1999

February 8, 1999

Rep. David Brandemuehl
317 North State Capitol
PO Box 8952
Madison, WI 53708

Dear Rep. Brandemuehl:

I wish to express my support of Assembly Bill 34 to you, as the Chairman of the Assembly Committee on Highways and Transportation, and to all the other members of the committee.

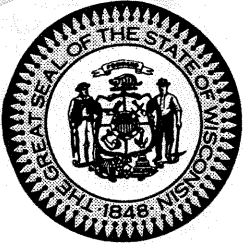
Public safety and financial concerns are two very important issues to be considered when your committee discusses this bill. This hazard should be a major concern to all of you. It is a tragedy waiting happen. Fortunately for all of us there is a simple solution—an affirmative vote on Bill 34.

I hope 1999 Assembly Bill 34 not only makes it out of the Assembly Committee on Highways and Transportation but is also passed by both houses of the legislature.

Sincerely,



Carol A. Szymczak
15th Assembly District Resident



DAVID BRANDEMUEHL

State Representative
49th Assembly District

March 3, 1999

Rodney Kreunen, Commissioner
Railroad Commission Office
610 N. Whitney Way
Madison, WI 53702

Dear Commissioner Kreunen:

On Monday, March 1, 1999, Rep. Jeff Plale informed me that you had contacted him about the possibility of the Assembly Transportation Committee holding hearings on safety signaling for high-speed trains, and specifically on the new non-penetrating railroad crossing gates. Although you did not contact me directly, I appreciate your efforts to involve the Transportation Committee in this important issue.

As a member of the Tri-State High Speed Rail Advisory Committee and the Midwest Rail Initiative, I have a definite interest in this matter. However, I do not believe that it would be appropriate for the Committee to hold hearings on safety signaling for high-speed rail at this time. Until we have more information about high-speed rail and the above-mentioned committees have had an opportunity to complete their work, any hearings by the Transportation Committee on specific issues related to high-speed rail would be premature. However, I will certainly keep your concerns in mind and if the appropriate opportunity arises, I will give your suggestion every consideration.

If you would care to discuss this matter further, please let me know.

Sincerely,

David A. Brandemuehl
State Representative
49th Assembly District

DAB:slk

Cc: Rep. Jeff Plale, 21st Assembly District

David:

Pod Kreunen called yesterday regarding these new non-penetrating RR crossing gates.

He feels that there should be hearings regarding safety signaling for these new high speed trains Tommy wants to bring to Wisc.

He suggested that perhaps your Transportation Cmte would be a good place to have those hearings. I'm not sure why he called me & not you.

Just a FYI...

Plak

Greg Huber

STATE REPRESENTATIVE



February 25, 1999

David Brandemuel, Chair
Assembly Transportation Committee
Room 317 North
State Capitol

Dear Chairman ^{Dave} Brandemuehl:

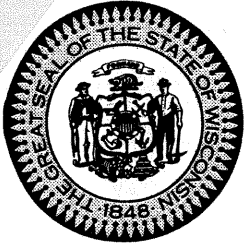
Assembly Bill 141, relating to car color registration, was recently referred to your committee. I am writing to respectfully request a public hearing on the bill. Your consideration is appreciated.

Sincerely,

Greg Huber
State Representative
85th Assembly District

OFFICE: State Capitol, P.O. Box 8952, Madison, WI 53708 • (608) 266-0654
HOME: 406 South 9th Avenue, Wausau, WI 54401 • (715) 848-3705
LEGISLATIVE HOTLINE: 1-800-362-9472 • FAX (608) 266-7038

Printed on recycled paper



DAVID BRANDEMUEHL

*State Representative
49th Assembly District*

March 9, 1999

Bob Plantikow
P.O. Box 333
Orfordville, WI 53576

Dear Mr. Plantikow:

Thank you for contacting me regarding your support of legislation to require tarps and mudguards on dump trucks. I appreciate hearing from you.

For at least the past eight legislative sessions, bills have been introduced each session dealing with this issue, but none have become law. Last session, as chair of the Assembly Highways and Transportation Committee, I held a hearing on a bill to require trucks carrying loads of bulk material to be covered, but it died in committee for a number of reasons. This session, two bills have already been referred to my committee requiring tarps and/or mudguards. Considering the committee's reluctance to pass this legislation and my own reservations, I do not know at this time whether I am going to bring the issue back up again.

The vehicles causing the problems, for the most part, are construction and gravel trucks. It would seem that a law requiring tarps or mudguards would be very easy to do and would solve all of the problems, but that isn't necessarily the case. Typically, the gravel or rocks that are thrown back fall from the sides of the truck, not the truck box itself, and are the result of improper loading. A cover would not help.

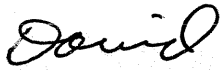
The only way to really address the problem is to ensure that the bulk materials are loaded properly. The trucking industry has been working on this problem and the new truck boxes are now designed to prevent rocks or stones from resting on the sides of the truck box where they might fall off. While I understand the fiscal and safety concerns expressed by the public, I am also concerned about the truck drivers who, if the trucks have manual tarps, may be required to climb up the side of the truck to secure the tarps. This is a very serious safety issue that needs to be addressed before I could support mandating tarps.

In regards to mudguards, section 347.46(2) of the state statutes does exempt trucks and semitrailers equipped with dump bodies from being required to have fenders and mudguards. The reason for this is very simple - the mudguards get torn off during the dumping process. It is my understanding that the industry has been developing retractable mudguards. However, they are very cost-prohibitive and, as of yet, not very practical.

Mr. Plantikow
March 9, 1999
Page 2

Considering these factors, along with the fact that the potential results are questionable, makes it very difficult to support legislation requiring tarps and mudguards for dump trucks at this time. However, I will certainly keep your thoughts and concerns in mind. Thank you again for writing.

Sincerely,



David A. Brandemuehl
State Representative
49th Assembly District

DAB:slk

Cc: Rep. Mike Powers
Rep. Jeff Stone

Krause, Sheri

From: Bob Plantikow [duckie@ticon.net]
Sent: Friday, March 05, 1999 3:53 PM
To: Rep.Brandemuehl
Cc: Rep.Stone
Subject: Dump Truck

Dear Rep. Brandemuehl & Rep. Stone:

I am e-mailing you both in one letter so I don't have to type 2 letters.

I talked with Rep. Powers yesterday about what I am going to write to you and he suggested that I also tell the both of you.

I have lived in Orfordville, Wi. for about 10 years now and my insurance company has had to replace about 4 windshields for my pick up. There is gravel company between Orfordville and Janesville which I meet one of there trucks almost everyday. The other day when I met one of their trucks some of the gravel came off and one of the rocks hit my windshield and damaged it. They took care of the cost. Almost all the gravel trucks I see today does not have mud flaps nor do they cover there load to keep rocks from going on the road. When I talked to the owner of this company he told me the law read that any truck with a dump box does not have to have mud flaps. I do not know if this is true or not, but I bet he knows because he told me that none of his trucks have mud flaps.

Rep. Powers told me that you are talking about having these trucks cover their load. We need laws to make the owners of these gravel trucks or anyother truck have mud flaps and cover the load as to not litter the road with thes rocks or stones so I will damage our vehicles. When gravel trucks go to get a load of rock, little stones get into the tires and when they go onto the road, the rock gets kicked out and if there is a vehicle around, chances are it will get hit.

Thank you for taking the time to read this and hope to here from you in the future.

Bob Plantikow
P.O. Box 333
Orfordville, Wi. 53576



DAVID BRANDEMUEHL

*State Representative
49th Assembly District*

March 9, 1999

Stacy Boylen
114 W. Rock River St.
Theresa, WI 53092

Dear Stacy:

Thank you for writing to let me know about your interest in Wisconsin's roads. I appreciate hearing from you.

As Chair of the Assembly Transportation Committee, I have a special interest in this issue and have been working for several years to ensure that the state transportation budget is adequately funded to maintain, improve and expand our transportation infrastructure. Thus far, we have been fairly successful.

However, the state does not have jurisdiction over all of the roads in the state. County, city, village and township roads are the responsibility of the local governing bodies. The state does distribute general transportation aids from the state transportation budget to assist local municipalities with their road projects, but it is up to them to prioritize their highway needs and spend the money accordingly.

The reason that cities and villages are usually better able to take care of their roads is because they have larger tax bases in which to draw funds for their highway projects. The "back roads" in which you referred are probably township roads and I agree that these are not always in the best of conditions. However, the townships have very limited budgets and typically, are not able to make improvements as quickly as they would like.

Although the state is primarily concerned with the highways under its jurisdiction, we never forget that a strong, well-maintained network of local roads and streets is also critical to the mobility, economy and tourism of this state. A Local Roads and Streets Council has been working since 1995 on improving the state/local relationship and ensuring that local road projects receive their fair share of the funding.

Thank you again for writing. If you have any additional questions or concerns, please feel free to contact me again.

Sincerely,

David A. Brandemuehl
State Representative
49th Assembly District

DAB:slk

MAR 03 1999

Stacy Boylen
114 W. Rock River
Theresa, WI 5306

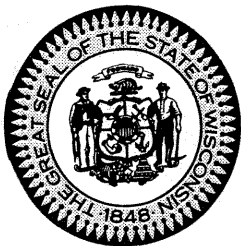
Dear Mr. Brandemuehl,

Hello, my name is
Stacy Boylen I'm a senior
at Cornua High School.
I'm writing you this letter
to talk to you about the
road conditions. I think
the roads could be better
for the environment. I
lived in the country all
my life and the roads
out there are so bad.
All the roads in the
cities and towns they are
better taken care of than
the ones in the country.
The pot holes in the
roads are really bad
for the cars, people are
making new cars but
it doesn't pay because
they are going to get
wrecked anyway. I think
that the back roads
should be taken care of

as much as the towns
roads. Some roads should
be wider too, they should
be able to fit two cars
on them. I think the
roads are the most important
thing because thats how
everyone gets back and
forth to work and home.
If there were no roads
there wouldn't be any jobs
because people wouldn't
be able to get there.
If the roads are kept
up they wouldn't look
so bad but they are
not kept up with. well
Thank you for letting me
write this to you. I hope
you can help fix the
roads.

Thank you

Stacy Boylen
(Stacy Boylen)



DAVID BRANDEMUEHL

State Representative
49th Assembly District

March 17, 1999

David Westphal
W6301 W. Byron Rd.
Byron, WI 53009

Dear David:

Thank you for writing. Although I appreciate hearing from you and knowing about your concerns, unfortunately, I cannot be of assistance. The issue you raised is a matter of local control and since I am not your state representative, it would be inappropriate for me to get involved.

I understand that one of the reasons you wrote to me is because I am chair of the Assembly Transportation Committee. However, this position does not give me the authority to install stoplights at a particular intersection. As chair, my responsibilities include overseeing all legislation that is brought before the Assembly affecting Wisconsin's transportation system. While I am certainly concerned about road conditions in general, the issue you raised is a specific local problem that needs to be addressed by the appropriate village officials.

I have taken the liberty of forwarding your letter to your state representative, Rep. Carol Owens. Perhaps, she may be able to be of some assistance. I wish you the best of luck.

Sincerely,

David A. Brandemuehl
State Representative
49th Assembly District

DAB:slk

CC: Rep. Carol Owens

January 22, 1999

Wisconsin Assembly
Mr. Brandemuehl
State Capitol
Madison, WI 53702

Dear Mr. Brandemuehl,

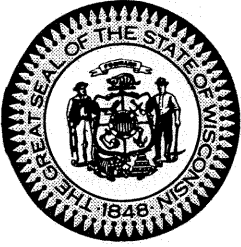
I am writing you today to inform you about our small town traffic problem. My name is David Westphal. I am 18 years old and currently enrolled in Lomira High School. The town of Lomira is roughly 1,500 people and growing rapidly. Lomira is located on HWY 41 and HWY 67 about 10 miles south of Fond du Lac. Due to our location, fast food restaurants, and gas stations, we have an abundance of traffic through the East End of our town. At the intersection of HWY 67 and West South Street, stoplights need to be installed. This could easily be called a high accident area. The intersection is a long and wide and needs to have roadwork done. Truck drivers have to suffer the stress of trying to pull out and avoid an accident. There have already been a few accidents in the couple of months the intersection has been developed. Please take my request into consideration. Also, if you could please write me back with your ideas. I appreciated your time and thank you for reading my letter.

Sincerely,



David Westphal

W6301 W. Byron Rd.
Byron, WI 53009



DAVID BRANDEMUEHL

State Representative
49th Assembly District

March 17, 1999

Elizabeth Petri
W2216 Hwy Y
Lomira, WI 53048

Dear Elizabeth:

Thank you for writing. Although I appreciate hearing from you and knowing about your concerns, unfortunately, I cannot be of assistance. The issue you raised is a matter of local control and since I am not your state representative, it would be inappropriate for me to get involved.

I understand that one of the reasons you wrote to me is because I am chair of the Assembly Transportation Committee. However, this position does not give me the authority to provide improved highway maintenance at a particular location. As chair, my responsibilities include overseeing all legislation that is brought before the Assembly affecting Wisconsin's transportation system. While I am certainly concerned about road conditions in general, the issue you raised is a specific local problem that needs to be addressed by the appropriate city or county officials.

I have taken the liberty of forwarding your letter to your state representative, Rep. Carol Owens. Perhaps, she may be able to be of some assistance. I wish you the best of luck.

Sincerely,

A handwritten signature in cursive script that reads "David".

David A. Brandemuehl
State Representative
49th Assembly District

DAB:slk

CC: Rep. Carol Owens

Attn: Chairperson Highway and Transportation

Mr. David Branelemuehl,

My name is Elizabeth Petri. The reason I am writing to you is because I am concerned about the conditions of Wisconsin's Highways. The two main highways that I travel are Hwy 151 and Hwy 41. I feel that both of these highways could use a lot of work. The highways should be repaved so that they are smoother. There are way too many potholes and bumps. If we repaved them, most of these problems would vanish.

Okay I know it would be impossible to do this all in one year, but couldn't you divide it up into sections. Then atleast you could do one section each year until it was all done.

Thank you for your time

Elizabeth J Petri

W2216 Hwy Y

Lomira, WI 53048



DAVID BRANDEMUEHL

*State Representative
49th Assembly District*

March 17, 1999

Courtney Luhn
N 8499 Bancroft Rd.
Theresa, WI 53091

Dear Courtney:

Thank you for writing. Although I appreciate hearing from you and knowing about your concerns, unfortunately, I cannot be of assistance. The issues you raised are matters of local control and since I am not your state representative, it would be inappropriate for me to get involved.

I understand that one of the reasons you wrote to me is because I am chair of the Assembly Transportation Committee. However, this position does not give me the authority to provide better snowplowing service or install stoplights at a particular intersection. As chair, my responsibilities include overseeing all legislation that is brought before the Assembly affecting Wisconsin's transportation system. While I am certainly concerned about road conditions in general, the issues you raised are specific local problems that need to be addressed by your appropriate town, village or county officials.

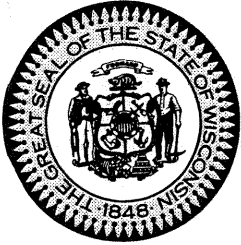
I have taken the liberty of forwarding your letter to your state representative, Rep. Bob Goetsch. Perhaps, he may be able to be of some assistance. I wish you the best of luck.

Sincerely,

David A. Brandemuehl
State Representative
49th Assembly District

DAB:slk

CC: Rep. Bob Goetsch



DAVID BRANDEMUEHL

State Representative
49th Assembly District

March 17, 1999

Tiffany Kraus
W5518 Campbell Rd.
Fond du Lac, WI 54935

Dear Tiffany:

Thank you for contacting me regarding Wisconsin's seatbelt law. I appreciate hearing from you.

Rep. Jeff Stone of Greenfield has introduced legislation to increase the penalty for violating Wisconsin's mandatory seatbelt law and to allow primary enforcement of this law. No one argues that this legislation would increase seatbelt usage and possibly save lives. However, many legislators believe that seatbelt usage is a matter of personal responsibility and should not be dictated by state law. The authors of Wisconsin's current seatbelt law faced a tremendous amount of opposition. I expect Rep. Stone's bill to be just as contentious.

Thank you again for writing.

Sincerely,

A handwritten signature in cursive script, appearing to read "David".

David A. Brandemuehl
State Representative
49th Assembly District

DAB:slk

Attention Chair person,

My name is Courtney Luhn and I live in Theresa. I am writing you this letter on behalf of myself and my family, in order to address an issue that is important to us. This issue is the condition, as well as the maintenance, of the roads in Theresa (and other parts of Dodge County).

I am not certain if you will be able to help this situation, but as you are my representative, I felt you should know. The issue pertains to the road I live on, which is Bancroft Rd. In the winter our road is more frequently than not, neglected to be plowed. Although I realize that my road is not a main road, I feel that it should be plowed adequately. Many times my mother has had to stay home from work because the plow had not been up to allow us to leave our driveway. I feel that employees in this particular area should be made aware of this situation (as I'm sure it pertains to many other overlooked families).

I also feel that something should be done in regards to the problems at the intersection of Highway 67 and East Avenue in the village of Lomira. This intersection is dangerous and I feel that stop lights should be installed. If you have any influence in this matter please use it.

In conclusion, I feel that the conditions of the roads in Dodge County need to be addressed. I hope you will take my letter into consideration. Thank you for your time.

Sincerely,
Ms. Courtney John
N. 8499 Bancroft Rd
Theresa, WI 53091

Dear Chairperson Highway and Transportation Committee,
I am writing to express my concern dealing with Wisconsin seatbelt laws. I think the fine for not wearing seatbelts should be increased. If the fine was increased, I feel more people would wear their seatbelts. Also, I think police men should be able to pull people over if they're not wearing their seatbelts. More people would wear their seatbelts if they knew they could be pulled over and get a large fine for not wearing them. So many people die every year because they weren't wearing their seatbelts. At age 15 I watched my best friend die because she was in a head on collision and wasn't wearing her seatbelt. The first responder said she probably would've walked away with minor injuries if she would've been wearing her seatbelt. No one deserves to go through the pain of losing a friend or family member. Seat belt laws need to be enforced, and fines need to be raised.

As it can save a life it is
worth the time and effort.
Thankyou for your time.

Sincerely,
William Howard

W5518 Campbell Rd.
Fond du Lac WI 54935



REPRESENTATIVE GARY E. SHERMAN
74th Assembly District

State Capitol
P.O. Box 8953
Madison, WI 53708
(608) 266-7690
Toll-free: 1-888-534-0074
Fax: (608) 282-3674
E-mail: rep.sherman@legis.state.wi.us

District Address:
11800 Sherman Road
P.O. Box 157
Port Wing, WI 54865
715-774-3113

March 18, 1999

Representative Dave Brandemuehl, Chair
Assembly Committee on Transportation
Room 317 North, State Capitol
Madison, WI 53708

Dear Chairman Brandemuehl:

I am writing to inquire whether it is possible for us to have advance notice of when the Education Committee will be scheduling hearings in April, when we have no session scheduled.

It would be helpful if I could have some guide to scheduling my trips down, as it is a six hour drive each way.

I realize it is difficult for you to know far in advance, as the bills are presented to our committee with little notice to you. However, if it is reasonable, I would very much appreciate it.

Very truly yours,

A handwritten signature in cursive script, appearing to read "Gary Sherman".

Representative Gary Sherman
74th Assembly District

GS:bf



REPRESENTATIVE GARY E. SHERMAN
74th Assembly District

State Capitol
P.O. Box 8953
Madison, WI 53708
(608) 266-7690
Toll-free: 1-888-534-0074
Fax: (608) 282-3674
E-mail: rep.sherman@legis.state.wi.us

District Address:
11800 Sherman Road
P.O. Box 157
Port Wing, WI 54865
715-774-3113

March 22, 1999

Representative Dave Brandemuehl
Chair, Transportation Committee
Room 317 North
State Capitol
Madison, WI 53708

Dear Dave:

I thought you would appreciate this letter from Larry Young, Bayfield County Highway Commissioner in my district.

Larry's expertise in this field is worth hearing.

Very truly yours,

A handwritten signature in cursive script, appearing to read 'Gary Sherman'.

Representative Gary Sherman
74th Assembly District

GS:bf